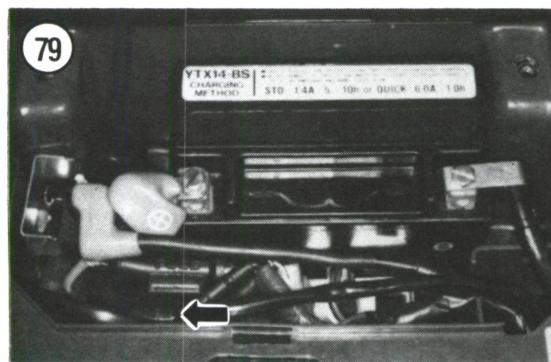
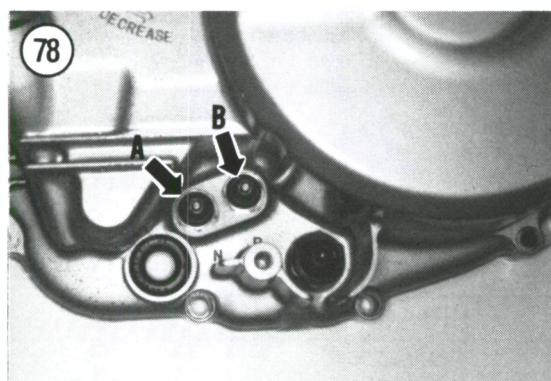


- Remove the bolt securing the switch cover (Figure 71) and remove the cover.
- Disconnect the electrical connectors (Figure 77) from the neutral and reverse switches in the right-hand crankcase cover.
- Check each electrical wire connector and switch terminal for tightness and also for corrosion. If either condition is found, tighten and/or clean the connector(s) or the terminal(s) and repeat Step 3 and Step 4.
- If there still is no continuity, the switch(s) is faulty and must be replaced.

### Neutral and Reverse Switch Replacement

- Drain the engine oil as described in Chapter Three.
- Remove the bolt securing the switch cover (Figure 71) and remove the cover.



- Disconnect the electrical connectors (Figure 77) from the neutral and reverse switches in the right-hand crankcase cover.

#### NOTE

*Figure 78 is shown with the right-hand crankcase cover removed for clarity. It is not necessary to remove the cover for this procedure.*

- Unscrew the neutral (A, Figure 78) or reverse (B, Figure 78) switch from the right-hand crankcase cover.
- Screw in a new switch(s) and tighten securely.
- Connect the electrical connectors (Figure 77) onto the neutral and reverse switches.
- Install switch cover and bolt. Tighten the bolt securely.
- Fill the engine with the recommended type and quantity of engine oil as described in Chapter Three.

### FUSES

All models are equipped with a 15 A main fuse that is located next to the battery. There is also an optional 15 A fuse for the optional DC outlet and it is also in the same location.

#### CAUTION

*The main fuse (Figure 79) and the sub fuse are next to each other within the battery box. The main fuse wires are red and the sub fuse wires are pink.*

#### NOTE

*Always carry a spare fuse.*

Whenever the fuse blows, find out the reason for the failure before replacing the fuse. Usually, the trouble is a short circuit in the wiring. This may be caused by worn-through insulation or a disconnected wire shorted to ground.

### WIRING DIAGRAMS

Wiring diagrams for all models are located at the end of this book.

**Table 1 DC-CDI TROUBLESHOOTING**

Symptoms	Probable cause
Weak spark	Poor connections (clean and retighten) High voltage leak (replace defective wire) Defective coil (replace ignition coil)
No spark	Wiring broken (replace wire) Defective ignition (replace coil) Defective pulser coil in magneto (replace coil)

**Table 2 STARTER TROUBLESHOOTING**

Symptom	Probable cause	Remedy
Starter does not work	Low battery Worn brushes Defective relay Defective switch Defective wiring or connection Internal short circuit	Recharge battery Replace brushes Repair or replace Repair or replace Repair wire or clean connection Repair or replace defective component
Starter action is weak	Low battery Pitted relay contacts Worn brushes Defection connection Short circuit in communicator	Recharge battery Clean or replace Replace brushes Clean and tighten Replace armature
Starter runs continuously	Stuck relay	Replace relay
Starter turns; does not turn engine	Defective starter clutch	Replace starter clutch

**Table 3 REPLACEMENT BULBS**

Item and Model	Voltage/Wattage
Headlight	12V 25/25W
Taillight	12V 5W
Neutral indicator	12V 3.4W
Reverse Indicator	12V 3.4W
Oil warning indicator	12V 3.4W

**Table 4 OIL TEMPERATURE SENSOR TEST SPECIFICATIONS**

Temperature	25° C 77° F	100° C 212° F	170° C 338° F
Resistance	0.95-1.05 ohms	9.5-10.5 ohms	209-231 ohms

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